March 1980

Chilton's CCJ

COMMERCIAL CAR JOURNAL for Fleet Management

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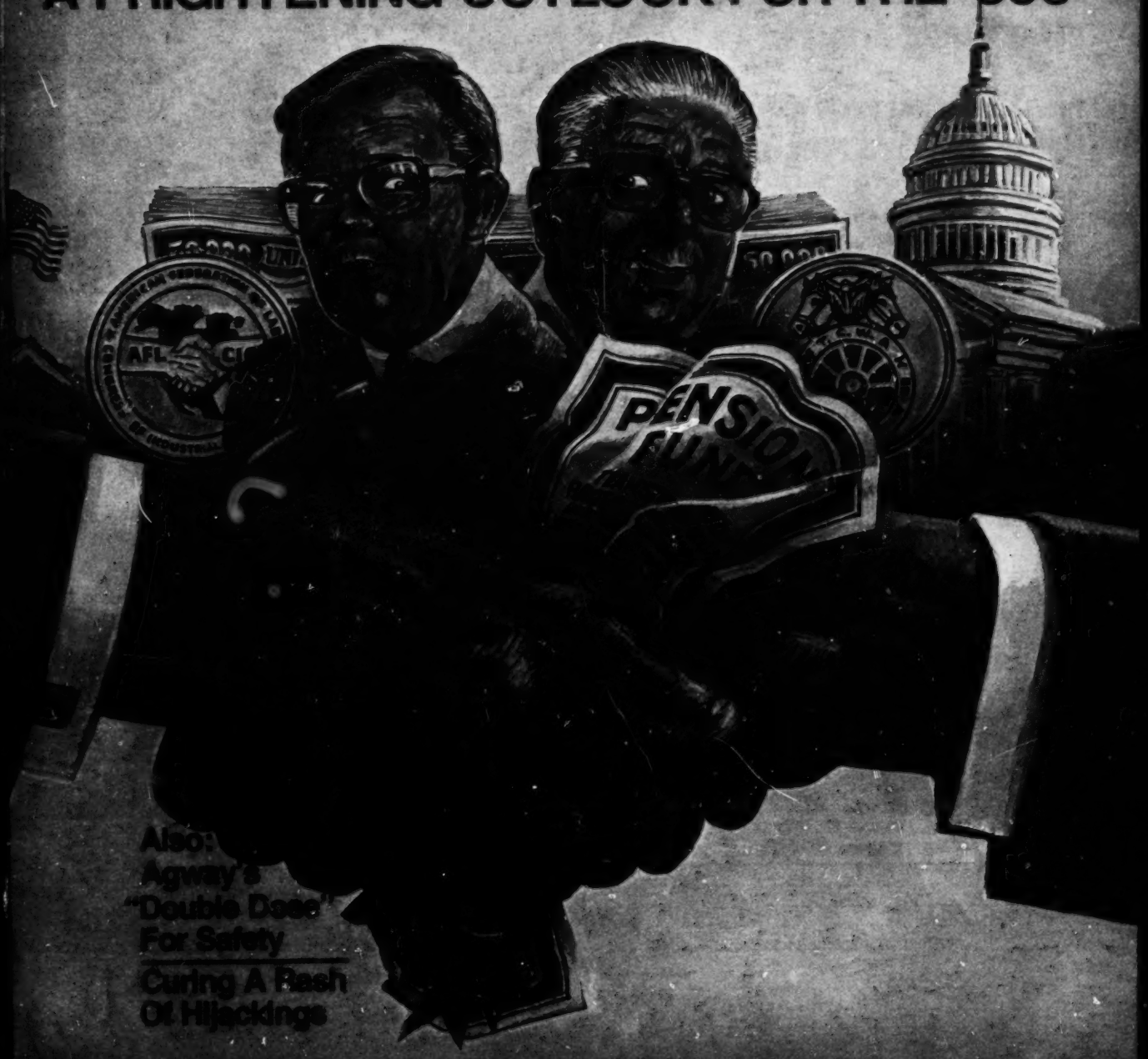
The Teamsters Move In On The AFL-CIO: A FRIGHTENING OUTLOOK FOR THE '80s



Also:
Agway's "Double Dose" For Safety

Curing A Rash Of Hijackings

1979
Jesse H. Neal Award
For Best Editorial

COMMERCIAL CAR JOURNAL for Fleet Management
VOLUME 137 NUMBER 3 MARCH 1980

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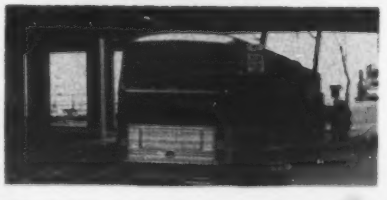

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facts and figures

By **PAUL REDDY**
Statistical Editor

1979 TRUCK FACTORY SALES BY GVW

GVW Groupings		Chevrolet	GMC	Chrysler	Ford	Freightliner	IHC	Jeep Corp.	AM General	Kenworth	Mack	Peterbilt	White†	Others	Total Trucks
Under 6,000 lbs.	Nov.-79	37,977	7,619	2,879	8,891	—	—	3,599	843	—	—	—	—	—	61,808
	11 Mos.-79	494,899	113,966	60,716	206,232	—	—	27,270	9,635	—	—	—	—	—	912,718
6,001-10,000 lbs.	Nov.-79	22,106	6,029	16,453	41,326	—	534	3,833	—	—	—	—	—	—	90,281
	11 Mos.-79	381,036	109,156	140,527	619,059	—	22,515	65,162	386	—	—	—	—	3	1,337,944
10,001-14,000 lbs.	Nov.-79	—	—	–78	97	—	—	—	—	—	—	—	—	—	21
	11 Mos.-79	—	20	15,846	513	—	—	—	—	—	—	—	—	—	16,379
14,001-16,000 lbs.	Nov.-79	—	—	6	—	—	—	—	—	—	—	—	—	—	6
	11 Mos.-79	—	—	2,358	—	—	—	—	—	—	—	—	—	3	2,361
16,001-19,500 lbs.	Nov.-79	64	25	—	—	—	—	—	—	—	—	—	—	—	89
	11 Mos.-79	1,941	986	—	—	—	[illegible]	—	—	—	—	—	—	9	2,944
19,501-26,000 lbs.	Nov.-79	2,082	1,340	—	1,743	—	381	—	—	—	—	—	—	—	5,546
	11 Mos.-79	32,306	22,241	—	40,097	—	10,197	—	—	—	—	—	—	9	104,850
26,001-33,000 lbs.	Nov.-79	7	131	—	792	—	773	—	—	—	—	—	—	1	1,704
	11 Mos.-79	1,132	1,820	—	13,467	—	22,589	—	—	—	—	—	—	4	39,012
33,001 lbs. and over	Nov.-79	116	1,457	—	1,090	1,069	1,193	—	—	1,103	2,057	829	776	118	9,808
	11 Mos.-79	5,394	19,701	—	20,563	13,735	34,676	—	—	13,400	27,648	8,242	10,568	1,703	155,630
Total	Nov.-79	62,352	16,601	19,262	53,939	1,069	2,881	7,432	843	1,103	2,057	829	776	119	169,263
	11 Mos.-79	916,708	267,890	219,447	899,931	13,735	90,085	92,432	10,021	13,400	27,648	8,242	10,568	1,731	2,571,838
	11 Mos.-78	1,072,402	296,517	381,891	1,061,595	10,679	88,216	135,872	10,006	12,767	26,593	8,280	12,460	1,718	3,118,996
Trucks with Diesel Engines*	11 Mos.-79	29,565	30,919	—	30,591	13,735	50,457	—	—	13,400	27,648	8,242	10,568	1,707	216,832
	11 Mos.-78	26,947	27,186	2,763	32,833	10,679	40,553	—	—	12,767	26,593	8,280	12,460	1,677	202,738

Source: Motor Vehicle Manufacturers Assoc.
*Included in totals, but excludes school bus chassis and other buses. †Includes Autocar and Western Star.
"Others" includes Crane Carrier, Divco, Duplex, Hendrickson, Oshkosh, Walter, Fixible and trucks shipped by Freightliner to Consolidated Freightway and their other dealers.

TRUCKS WITH DIESEL ENGINES

(Factory Sales from U.S. Plants by Make and GVW)

Make of Truck		6,000 lbs and less	6,001-10,000 lbs	19,501-26,000 lbs	26,001-33,000 lbs	33,001 lbs and over	Total
Chevrolet	Nov.-79	4,290	—	384	7	33	4,714
	11 Mos.-79	23,152	—	2,683	1,126	2,604	29,565
Ford	Nov.-79	—	—	167	326	1,043	1,536
	11 Mos.-79	—	—	6,303	5,219	19,069	30,591
Freightliner	Nov.-79	—	—	—	—	1,069	1,069
	11 Mos.-79	—	—	—	—	13,735	13,735
GMC	Nov.-79	1,084	—	302	128	1,416	2,930
	11 Mos.-79	7,418	—	3,279	1,748	18,474	30,919
IHC	Nov.-79	—	56	61	531	1,161	1,809
	11 Mos.-79	—	626	1,400	14,450	33,981	50,457
Kenworth	Nov.-79	—	—	—	—	1,103	1,103
	11 Mos.-79	—	—	—	—	13,400	13,400
Mack	Nov.-79	—	—	—	—	2,057	2,057
	11 Mos.-79	—	—	—	—	27,648	27,648
Peterbilt	Nov.-79	—	—	—	—	829	829
	11 Mos.-79	—	—	—	—	8,242	8,242
White	Nov.-79	—	—	—	—	776	776
	11 Mos.-79	—	—	—	—	10,568	10,568
Others	Nov.-79	—	—	—	1	118	119
	11 Mos.-79	—	—	—	4	1,703	1,707
Total	Nov.-79	5,374	56	914	993	9,605	16,942
	11 Mos.-79	30,570	626	13,665	22,547	149,424	216,832
	Nov.-78	3,938	45	997	1,980	12,632	19,592
	11 mos.-78	32,548	781	11,332	20,584	137,493	202,738

Source: Motor Vehicle Manufacturers Assoc. Reporting firms do not represent entire industry.

1979 TRUCK TRAILER SHIPMENTS

Type of Trailer	November 1979	11 Months—1979 Units	11 Months—1979 Value[2]
Vans	11,015	129,586	1,472,234
Tanks	744	7,893	206,403
Bulk commodity and dry material	172	3,518	73,020
Pole and logging	94	1,390	13,433
Platform	2,224	31,800	248,783
Low-bed heavy haulers (over 10 tons)	590	6,202	94,145
Dump trailers and dump chassis	651	10,073	147,423
Dollies or converter gear	712	6,807	24,588
Auto transports	94	1,183	27,831
All other tractors and chassis	549	4,242	33,941
Total—Complete trailers and chassis	16,845	202,694	2,341,801
Detachable trailers[1]	480	8,788	71,274
Detachable trailers chassis[1]	1,296	13,706	88,063

Source: Industry Division, Bureau of the Census.
[1]Sold separately.
[2]Add 000.

TRUCK AND BUS PRODUCTION

Make	December 1979	December 1978	Calendar Year 1979	Calendar Year 1978
Chevrolet	49,035	84,479	1,015,514	1,215,941
GMC	16,591	24,674	337,375	374,887
Chrysler	11,992	43,080	295,228	490,648
Ford	53,281	95,432	1,032,063	1,233,243
International	0	9,591	115,266	121,509
Jeep Corp.	7,472	10,355	128,460	173,092
AM General	1,608	1,573	20,410	19,316
Mack	1,741	2,700	35,491	34,258
Volkswagen of America	575	—	2,325	—
White	3,240	1,439	11,163	14,456
Others	2,080	3,310	41,566	36,370
Total—Trucks and Buses	147,615	276,633	3,034,861	3,713,720
Total—Passenger Cars	459,590	632,182	8,434,516	9,177,500
Total—Motor Vehicles	607,205	908,815	11,469,377	12,891,220

Source: Motor Vehicle Mfrs. Assoc.

DIESEL ENGINES USED IN TRUCKS

(Factory Sales from U.S. Plants including exports to Canada and other exports)

Make of Truck		Cat.	Cummins	Detroit Diesel	IHC	Mack	All Others*	Total
Chevrolet	Nov.-79	27	52	513	—	—	4,508	5,100
	11 Mos.-79	1,509	907	5,942	—	—	23,799	32,247
Chrysler	Nov.-79	—	72	—	—	—	—	72
	11 Mos.-79	—	708	—	—	—	48	756
Ford	Nov.-79	888	759	519	—	—	—	2,166
	11 Mos.-79	19,232	10,734	7,876	—	—	—	37,842
Freightliner	Nov.-79	18	686	365	—	—	—	1,069
	11 Mos.-79	1,330	8,877	3,528	—	—	—	13,735
GMC	Nov.-79	97	566	1,414	—	—	1,161	3,238
	11 Mos.-79	2,436	5,770	18,583	—	—	7,605	34,394
IHC	Nov.-79	78	778	320	630	—	71	1,877
	11 Mos.-79	2,544	26,917	9,522	17,185	—	889	57,057
Kenworth	Nov.-79	76	828	342	—	—	—	1,246
	11 Mos.-79	2,849	7,678	3,851	—	—	—	14,378
Mack	Nov.-79	21	218	28	—	2,168	52	2,487
	11 Mos.-79	303	2,552	497	—	28,866	498	32,716
Peterbilt	Nov.-79	131	648	139	—	—	—	918
	11 Mos.-79	2,462	4,443	2,185	—	—	—	9,090
White	Nov.-79	61	563	231	—	—	—	855
	11 Mos.-79	609	7,138	3,329	—	—	—	11,166
Others	Nov.-79	99	44	60	—	—	51	254
	11 Mos.-79	522	574	875	—	—	54	2,025
Totals	Nov.-79	1,496	5,214	3,931	630	2,168	5,843	19,282
	11 Mos.-79	33,976	75,298	56,188	17,185	28,866	32,893	245,406
	Nov.-78	3,159	6,124	4,269	1,153	2,736	4,164	21,607
	11 Mos.-78	30,422	73,562	44,635	11,858	28,554	35,675	224,706

Source: Motor Vehicle Manufacturers Assoc. Reporting firms do not represent entire industry.
*"All Others" includes Isuzu, Nissan, Olds, Perkins, Scandia Vabis.

CURING A RASH OF HIJACKINGS

After a year-long investigation, a squad of New York City detectives broke a gasoline hijacking ring that had drivers and oil companies very nervous. But their problems may not be over. The rising cost of gasoline, the method of delivery and the area continue to make gasoline a tempting target for hijackers. One driver almost died, and the feeling is that sooner or later someone will pay the ultimate price.

By **JIM GALLIGAN**, *Feature Editor*

■ Just across the East River from Manhattan is the desolate, war-torn-looking Greenpoint section of Brooklyn, New York. Most of America's big oil companies have their gasoline distribution terminals here. And it is from these terminals that hundreds of gasoline trucks service the greater metropolitan area gas stations daily.

Today, the drivers who operate these trucks are very nervous, with good cause.

The skyrocketing cost of gasoline created a new market for a gang of Brooklyn hoods who managed to pull off a string of gasoline truck hijackings. One group is credited with 14 hijackings in 12 months; 11 of them in three months alone.

As the hijackings increased last November and December, truck drivers got increasingly nervous. Finally, in January, a Texaco driver was almost killed during a hijacking. Seventeen Texaco drivers, the entire night crew at the Greenpoint terminal, walked out for the full shift after hearing about the incident.

All-night meetings between Texaco management and officials from the drivers' Petroleum Trades Employees Union, local 419, narrowly averted further walkouts. But a couple of things came out of the meetings. Two-foot Texaco decals, which had been taken off the trucks two years ago, were immediately replaced. The union felt hijackers would be less likely to heist a well-marked truck. Continued

Hijacking

Mobil and Exxon trucks, like those shown here, were two of the half-dozen oil company trucks victimized in 1979 as part of the rash of 14 hijackings.

Texaco also promised to consider doubling up drivers on some routes and taking other measures to cut down the risks.

With help from the driver of the last hijacked truck, New York City police were finally able to move in. A handful of arrests were made in January; police said more arrests would be coming. The ring was broken, the police said, and the hijackings have stopped. For now.

But the hijackings have the industry worried, and its troubles are not over. Both drivers and the oil companies are still nervous. Both are afraid the hijackings will start up again at any time.

As the price of gasoline continues to rise, the temptation to snitch a 3000-gal tank truck and turn a quick profit also increases.

The increasing gas prices "will bring the junkies and the dopeheads out of the walls," said one driver. "Any junky needing a fix will think he can get away with it. And, Christ, who knows what those bastards will do when they've got a gun."

And worse, while police say they have broken the gasoline hijacking ring, there's not much faith in the judicial system. Police and drivers alike share the horror that members of the ring will get up bail and be back out on the streets in no time at all. It already happened once last April. One ringleader was arrested on related charges and released the next day on $250 bail.

Background

Hijacking is a way of life in Brooklyn. It is a multi-million-dollar racket. There were 132 hijackings in 1979, according to figures from the New York State Motor Truck Association. Total value of the stolen goods was $3.7 million. Grand larceny of truck merchandise accounted for another $4.2 million. Gasoline accounted for just .5% of the total value of what was stolen. So the gasoline hijackings were not big league.

Even the take is small time. New York City regulations prohibit trailers for local deliveries, so all of the tank trucks handling city deliveries are straight trucks. Most carry 3000-lb tanks but there are some smaller ones. The going price for hijacked gas is about half the pump price. So even when gas hit $1 a gallon, the most the hijackers were getting was $1500. That's not a lot in these days of high inflation, even for hijackers.

The trucks working out of distribution terminals in Greenpoint are either company owned trucks and drivers, contract carriers or a combination of both. Some of the trucks display large oil company logos on the tanks while others have only small company names on the door.

What made the headlines was the number and frequency of the hijackings. There was one in January and another in June, two in July and then four in November, five in December and two more by January 5 of this year. Texaco trucks were hit four times; three other attempts were unsuccessful. Island Transportation Corporation of Westbury, N.Y., a common carrier hauling for at least six oil companies, was victimized three times. Shell, Mobil and Exxon also were hit.

Until last year, nobody has bothered with gasoline before because of its low value. But as the price rose, so did the temptation. All of a sudden, gasoline truckers were marked men, where they were relatively secure before. By January no one knew when he would stop for a red light and find himself staring down the muzzle of a Saturday Night Special.

Police investigation

After the first hijacking, New York's Safe, Loft & Truck detective squad took over. Sgt. James Cunningham supervised the investigation that began last January and is still going on, according to Captain Arthur H. Katz, head of the squad.

The police focused their attention on a gang of 30 or 40 members who live and operate out of the Bedford-Stuyvesant section of Brooklyn. The gang's not part of New York's orga-

Four Texaco trucks, like the one refueling here, were hijacked before the company replaced the two-foot Texaco decals on all the trucks.

1979 COMMODITY HIT PARADE

COMBINED HI-JACK & GRAND LARCENY LOSSES

Commodity	Frequency	Percent	Loss Value	Percent
CLOTHING	44	20.5	$2,284,816	28.7
FOODSTUFFS (Meat (26) 424,262) (Coffee (3) 245,000) (Other (19) 265,500) (Seafood (6) 148,000)	54	25.1	1,082,762	13.6
ART WORKS	3	1.4	682,000	8.6
CAMERA EQUIP. & FILM	7	3.2	670,200	8.4
METALS	3	1.4	417,000	5.2
TEXTILES, PIECE & LEATHER GDS.	6	2.8	368,000	4.6
RADIOS, STEREOS, TVS.	7	3.2	288,959	3.6
CASH	3	1.4	246,385	3.1
SHOES/FOOTWEAR	4	1.9	220,000	2.8
LIQUOR/BEER	16	7.4	203,816	2.6
MISC.	9	4.2	182,965	2.3
WATCHES	3	1.4	161,940	2.0
CIGARETTES	9	4.2	147,775	1.9
TELEPHONES	2	.9	120,250	1.5
ENGINES & PARTS	3	1.4	118,000	1.5
HOUSEHOLD GOOD/APPL.	9	4.2	115,325	1.4
FURNITURE	1	.5	100,000	1.3
SEWING MACHINES	1	.5	93,440	1.2
PLUMBING SPLYS.	2	.9	75,000	.9
BATTERIES/ELEC. SPLYS.	3	1.4	60,000	.8
COSMETICS & DRUGS	3	1.4	57,000	.7
POOL COVERS	1	.5	50,000	.6
MUSICAL EQUIP.	2	.9	45,000	.6
FUEL (GAS/OIL)	13	6.0	39,620	.5
OFFICE SPLYS.	3	1.4	33,400	.4
STROLLERS	1	.5	27,200	.3
HANDBAGS	1	.5	25,000	.3
PAINT BRUSHES	1	.5	20,000	.3
ASSTD. GUNS	1	.5	20,000	.3
TOTALS	215	100.0	7,955,873	100.0

nized crime syndicates or mafia families, Katz said, but most of the members are related.

A schematic illustration of the gang, its members and its activities had been drawn up over the years by the squad. Katz would not allow CCJ to photograph it. But the schematic showed that gasoline hijacking is just one of the commodities targeted by the gang. In fact, it's one of the lesser items and, Katz believes, in this case was only done as an accommodation. "Meaning," he said, "the receivers of the gasoline were not necessarily looking for gas. They had access to enough. They were looking for something else the gang could supply at a later time. So this (gas hijackings) was done almost as a favor."

The schematic showed various groups in the gang structure involved in hijacking different goods: liquor, clothing, foodstuffs.

Head of the gang, according to Katz, is James Kaylor of Brooklyn. Kaylor and five of his associates are presently in jail on charges of kidnapping and robbery connected with other hijackings plus the August 3, 1979, robbery of the Bankers Trust Co., New York City.

Off to the side of the schematic's center is a small group of names. These are the gasoline hijackers and their system. Katz said it didn't take Cunningham and the squad long to figure out who was making the heists. After several thefts, the detectives had a pattern and pieced together the gang's "signature." But the men they wanted to nab couldn't be found. It wasn't until December, after eight hijackings, that they knew where the drops were being made.

Detectives began making their arrests in January, just one year after the first heist. Jack Butler, Willie Horne and Charles Howard, all of Brooklyn, were arrested and charged with kidnapping and robbery. Howard, who has 13 prior arrests, was named specifically as the

Continued

Left: Although fuel hijackings ranked fourth highest in frequency, the value was negligible, only .5% of the total of $7.9 million hijacked.

Hijacking

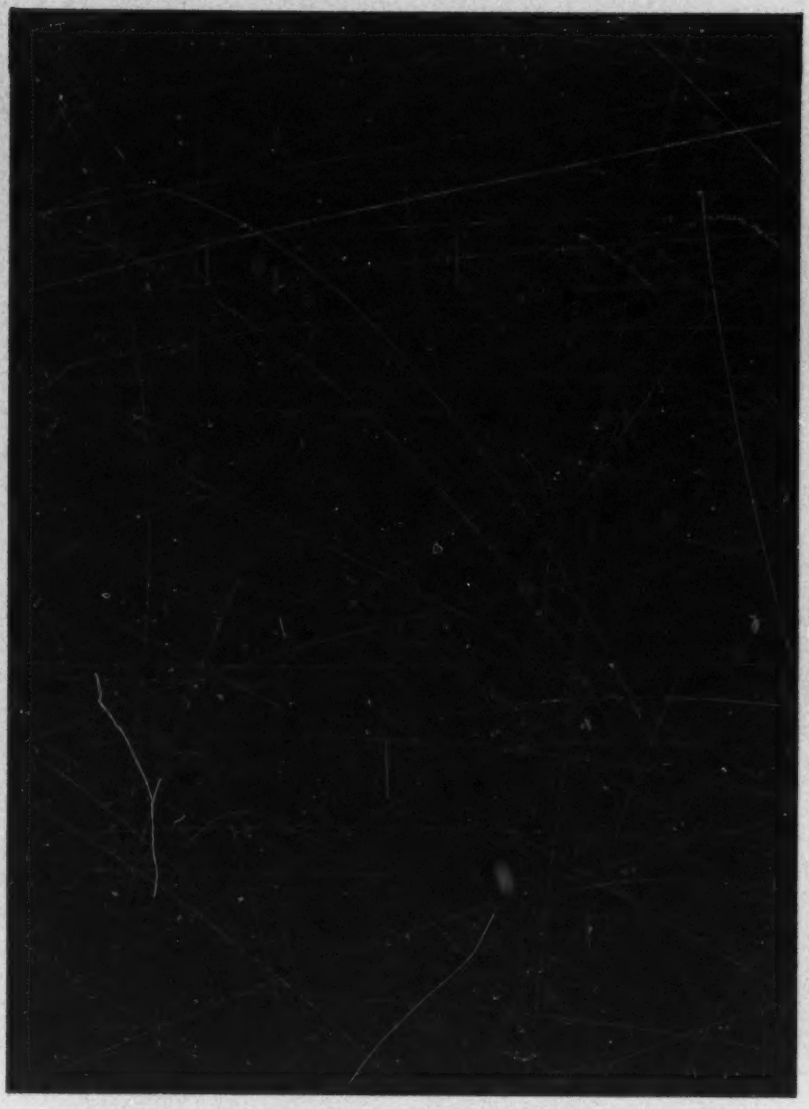
Top: Frank Laser, N.Y. Motor Truck Assn., heads the MTA's anti-hijacking efforts. **Above:** Jack Rogers (right) safety director for Island Transportation Corp., addresses truckers and oil company execs at the MTA safety meeting.

Frank Laser and the MTA keep annual records on both hijackings and grand larceny of trucks within the metropolitan New York City area. Hijackings in 1979 were up from 1978 yet the total value of the goods taken was down about $600,000. The sharp drop in hijackings from 1971 to 1972 resulted more from a change in recording techniques used by the police and increased safety measures by truck companies than anything else, Laser said.

hijacker of the Texaco truck in which the driver almost died. All three men were part of a social club in Brooklyn, and, in fact, once the police found one, it was easy to find the other two suspects.

The police also nabbed Alson Best and Richard Horne (related to Willie Horne) as receivers of stolen property. Cunningham said the squad was looking for two more receivers. He also pinpointed four gasoline service stations in the vicinity of Atlantic Avenue, Brooklyn, as the drop points. Two of the stations were Mobil and Sunoco franchises. In this case, Katz said, the oil companies were assisting the police by analyzing gasoline taken from the stations' tanks and telling whether it was the company's own product or someone else's.

The problems though aren't over. The charges against Howard and the others could mean from 25 years to life imprisonment. That is, if the judicial system follows through, if witnesses testify and, finally, if the men are convicted. Katz would like more cooperation from the truck drivers but some are scared. Badly. According to him, only one of 13 drivers identified any of the hijackers. "I can understand one or two drivers not knowing or not being able to identify these



Although hijackings get more publicity, grand larceny (theft of goods or a truck without danger to an individual) is the real moneymaker because the chances of getting away are better and the jail terms are less severe than those given to convicted hijackers. As in the hijacking scoreboard on the next page, the number of incidents dropped dramatically in 1972 due to changes in the methods of reporting and the increased safety measures taken on the part of the trucking companies.

Top: Capt. Katz, head of the Safe, Loft & Truck squad, shares with the truckers the fear that the hijackers may get back on the street. **Above:** Brooklyn headquarters for ITC which had three gasoline delivery trucks hijacked.

guys," Katz said, "but 12 drivers not recognizing any of these guys is hard to believe.

"We want to get these guys off the streets for 15 to 20 years. Then the drivers would have nothing to worry about. But we can only go so far. Sooner or later you have to stand up and be counted." Obviously, no union or company can force its drivers to follow through and testify against their will. But Katz and the squad are hoping more of the drivers will come forward.

What's in the future?

There's not a lot that can be done. Representatives from the oil companies, police, drivers and trucking companies met during the N.Y. Motor Truck Association's monthly safety meeting in January to try to work up some new safety measures. Jack Rogers, safety director for Island Transportation, asked if the drivers locked their doors while in the cab. Most said they didn't. One driver's reaction was to ask how a window would stop a bullet.

Someone suggested the truckers develop running boards that would fold down when the door was closed. This might keep hijackers from jumping up on a truck cab.

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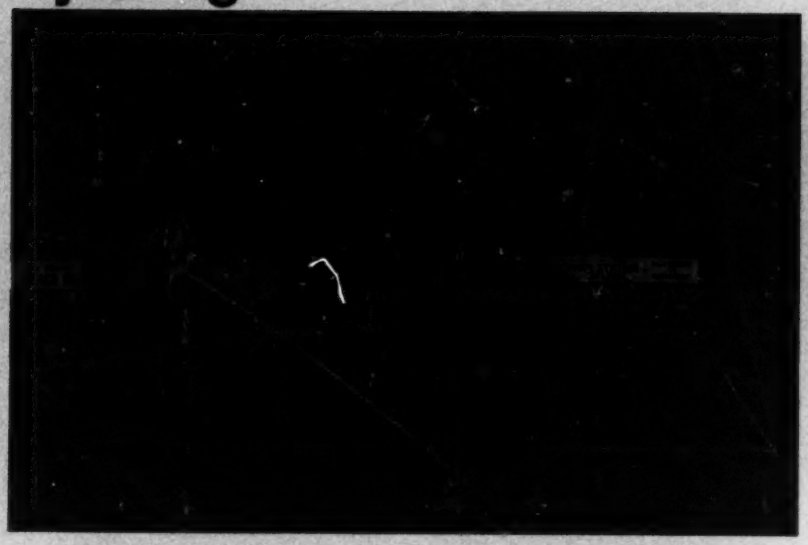
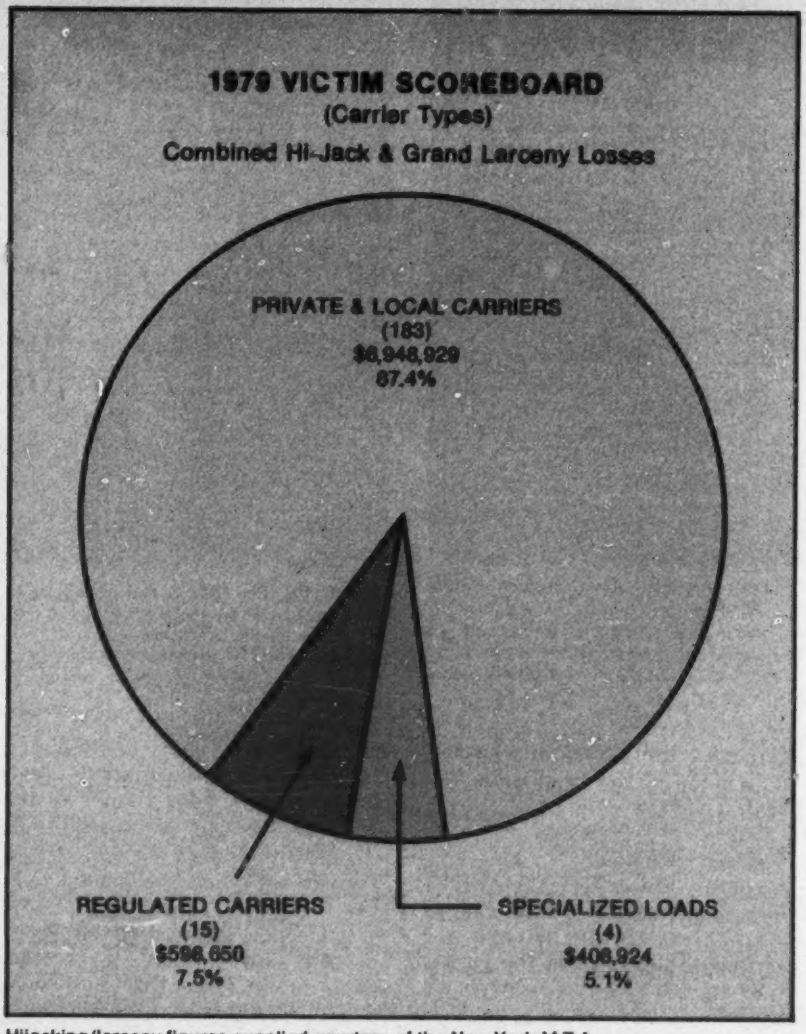


Above and Left: Trucks like these, operated by ITC, were easy targets for hijackers because there are no company logos. These trucks can pull into any station without attracting attention. Oil companies have begun putting their logos back on the trucks.



Hijacking/larceny figures supplied courtesy of the New York M.T.A.

Frank Laser of the MTA said the association would see if CB units can be put in the trucks for better communication.

The industry doesn't want a lot of publicity, and the drivers don't want their names published for fear of reprisals. The oil companies and the truck companies don't want publicity for fear it will just instigate more hijackings. The police got involved as quickly as they did only because of the threat to life. Were it not for the threat to the drivers and the number of hijackings pulled in a short period of time, the SL&T squad would not have been able to give the problem such high priority. Like all police forces, they are understaffed. Katz pointed out that the squad is faced with solving much more expensive thefts and hijackings every day. On the weekend of January 19, for example, two containers of tin were stolen off a Brooklyn pier. Value: $500,000.

Unfortunately, as gasoline gets costlier and allocations tighten, truckers will probably see more hijackings. And if the government orders gasoline rationing, Laser said, the situation will really get hairy.

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